



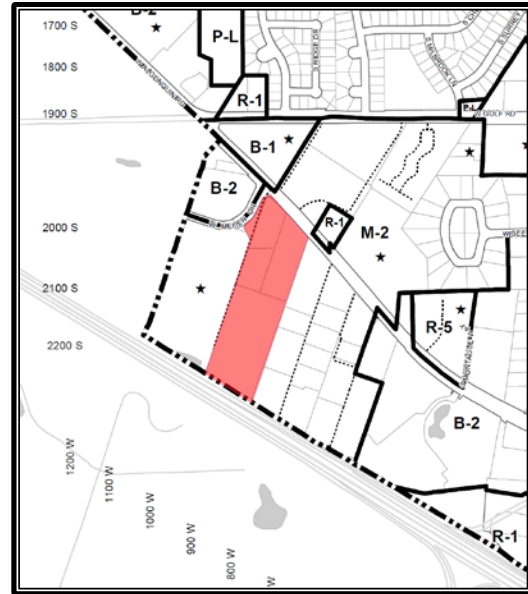
VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

Project Number: PC 20-016
Project Title: 703-723 W. Algonquin Rd. PUD
Amendment
Address: 703-709 & 713-723 W. Algonquin Rd.
PIN's: 08-16-102-038, 08-16-102-036

To: Plan Commission
Prepared By: Sam Hubbard, Development Planner
Meeting Date: February 24, 2021
Date Prepared: February 19, 2021

Petitioner: Mike Wauterlek
Hamilton Partners
Address: 300 Park Blvd Suite 201
Itasca, IL 60143-2636

Existing Zoning: M-2: Limited Heavy
Manufacturing District
Comprehensive Plan: R&D, Mfg., Warehousing



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	M-2: Limited Heavy Manufacturing District	Multi-tenant office/light industrial building	R&D, Mfg, Warehousing
South	Elk Grove Village – Forest Preserve		
East	M-2: Limited Heavy Manufacturing District	Self-Storage facility, 2 light industrial/office buildings	R&D, Mfg, Warehousing
West	M-2: Limited Heavy Manufacturing District	Light industrial/office building (Weber Packaging Solutions)	R&D, Mfg, Warehousing

Requested Action:

1. Amendment to PUD Ordinance #18-014 to allow modifications to the approved Phase II development plan.

Variations Required:

1. Variation to Chapter 28 of the Municipal Code, Section 5.1-16.2(c), to allow parking to be setback 8.9' from the rear property line where code requires a 15' minimum setback.
2. Variation to Chapter 28 of the Municipal Code, Section 6.15-1.2(b), to waive the requirement for certain landscape islands at the end of every twenty parking spaces, at the end of certain parking rows, and beneath every light pole.
3. Variation to Chapter 28, Section 6.5-6, to allow a 24-foot tall accessory structure where code limits the maximum height of accessory structures to 15 feet.
4. Variation to Chapter 28, Section 6.5-7a, to allow a 3,120 square foot accessory structure where code restricts the maximum size of accessory structures to 720 square feet.
5. Variation to Chapter 28, Section 6.13-3b, to allow a 10' tall fence within a rear yard where code restricts fence heights to 6' in a rear yard.

Project Background:

The subject property is approximately 15.4 acres in size and was approved for a PUD in early 2018 to allow a two-phased warehousing/distribution facility. Phase I was to entail a 138,650 square foot building on the northern portion of the site, and Phase II was for an addition to the south side of the Phase I building that would bring the total size to approximately 331,000 square feet. Phase I was completed in 2019 and is now fully occupied by three tenants; Taiki on the north side of the building, Frito Lay on the south side of the building, and AVI Systems in the middle. Phase II has not yet been constructed.

Frito Lay, which occupied the last vacant unit within Phase I in early 2021, would like additional floor area for future growth (approximately 54,000 square feet) to bring their total occupancy within the development to 107,586 square feet. They would also like an area for exterior parking of trucks/trailers and vans, which would be located at the far south end of the site. In sum, this exterior parking area would include 73 van parking spaces and 97 semi-tractor truck and trailer parking spaces. Frito Lay has also proposed 16 van loading berths on the southern elevation of the building. The existing PUD approval authorizes a larger building addition than needed by Frito Lay, and it does not include space for exterior storage and parking of trucks/trailers and vans, nor does it include van loading berths.

Rather than buildout the final phase of the PUD as approved (Phase II), which would entail an approximately 192,500 square foot building addition, the petitioner would like to amend the existing PUD to allow only an approximately 54,000 square foot addition, as well as the aforementioned exterior parking areas and van loading berths. If approved, this would represent the final phase of development for the PUD, resulting in an overall building size of 192,730 square feet, compared to the approximately 331,000 square foot overall size as authorized under the existing PUD development plan. For comparison, both the approved Phase II and the proposed Phase II buildout plans have been included in the Plan Commission materials.

Frito Lay estimates that upon full capacity, they would provide between 161-163 jobs (50 warehouse jobs, 25 office jobs, and 86-88 transportation related jobs). The 107,586 square foot unit for Frito Lay would include approximately 8,630 square feet of office space, with the remainder of the unit used for warehousing and distribution. The facility would operate 24-hours a day. **Exhibit 1**, attached at the end of the report, shows the shift schedule for Frito Lay employees. Below is a summary of the proposed changes to the PUD:

	<u>Development Total</u> Approved Phase I plus Phase II	<u>Development Total</u> Proposed Phase I plus Phase II
Total Square Feet	331,000 sq. ft.	192,730 sq. ft.
Car Parking	305 spaces	190 spaces
Truck/Trailer Parking	0 spaces	97 spaces
Truck Loading	66 berths	32 berths
Van Parking	0 spaces	73 spaces
Van Loading	0 berths	16 berths
Total Employees	130	247-249

Zoning and Comprehensive Plan

The subject property is currently zoned M-2, Limited Heavy Manufacturing District, which is the appropriate zoning for this type of facility and allows warehousing/distribution uses as “permitted uses”. However, given the differences in expected traffic, the proposed outdoor storage of vehicles, and the

modification to the approved Phase II building square footage, an amendment to the PUD is required. Frito Lay has proposed a 3,120 square foot accessory garage building within the southern truck/trailer parking area, which would include two repair bays that would allow minor repairs for their onsite vehicle fleet, such as oil changes, tire rotations, brake replacements, etc. Given the auxiliary nature of the repair operations, and due to the fact the repairs only be for vehicles stored onsite, it is considered an ancillary function of the warehouse facility and does not require any special zoning actions. However, to ensure that the repairs will remain ancillary and will not cause impacts to surrounding property owners, the Staff Development Committee has recommended a condition of approval that would limit maintenance/vehicle repair to only the vans and trucks stored on the subject property. Furthermore, only minor automobile repair (either trucks/vans/automobile) would be allowed, and both overhead doors shall be kept closed during repair operations.

The Comprehensive Plan designates this property as suitable for research & development, manufacturing, and warehousing uses. The proposed use is compatible with this designation. The Staff Development Committee is supportive of the requested PUD amendment and concluded that the proposed use is appropriate for this location.

Conceptual Plan Review Committee:

On October 14, 2020, the petitioner appeared before the Conceptual Plan Review Committee for a preliminary review of the project. Discussion centered around the shared private drive aisle on the western side of the site, as well as truck maintenance activities. The Conceptual Plan Review Committee was supportive of the development and acknowledged that it may have less of an impact on the shared drive aisle since it appeared that the smaller Phase II building addition would involve less truck traffic than previously envisioned from the original 2018 PUD.

Building, Site, Landscaping:

The proposed building addition conforms to all setback, bulk, and height regulations. Design Commission review is not required since the proposed building design is nearly identical to the approved Phase II building design from, albeit slightly smaller. The proposed parking area at the rear of the site is located 8.9 feet from the rear property line where code requires all parking areas within the M-2 district to be no less than 15 feet from a rear property line. The following variation is therefore required:

- **Variation to Chapter 28 of the Municipal Code, Section 5.1-16.2(c), to allow parking to be setback 8.9' from the rear property line where code requires a 15' minimum setback**

Variations may be granted by the Plan Commission, provided a petitioner demonstrates that the variations will not exercise a detrimental influence on the surrounding neighborhood. Accordingly, each variation must meet the following standards:

- The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.
- The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned.
- The proposed variation is in harmony with the spirit and intent of this Chapter.
- The variance requested is the minimum variance necessary to allow reasonable use of the property.

The Staff Development Committee is supportive of this variation and notes that the rear yard does not abut another property; it abuts the Tollway, which includes approximately 35 feet of additional setback between the rear property line and pavement of the Tollway. Furthermore, the existing parking area in this location is at a similar setback and the proposed parking lot will not therefore result in any increase beyond what is currently there. Finally, the parking area is angled away from the rear property line, meaning that 90% of the parking area complies with code and only a small portion encroaches into the required setback area.

The Zoning Code restricts the maximum size of garage structures to 720 square feet and maximum height to 15 feet, and the proposed maintenance repair garage would be 3,120 square feet in size and 24 feet tall. As such, the following variations are required:

- **Variation to Chapter 28, Section 6.5-6, to allow a 24-foot tall accessory structure where code limits the maximum height of accessory structures to 15 feet.**
- **Variation to Chapter 28, Section 6.5-7a, to allow a 3,120 square foot accessory structure where code restricts the maximum size of accessory structures to 720 square feet.**

The petitioner has provided written justification for these variations, which is included within their “Round 2” response to departmental review comments. The Staff Development Committee concurs with the petitioner that the necessary criteria for variation approval has been met, and notes the following: 1) while larger and taller than allowed by code, in comparison to the size of the building and buildings on the neighboring properties, the structure is clearly accessory and will be compatible with the essential character of the locality, and 2) to provide adequate space to service trucks, the size and height of the structure is necessary and will allow reasonable use of the property, and 3) given the unique aspect of the truck, van, and trailer operations proposed, it is necessary to provide frequent minor maintenance of these vehicles without having to outsource these minor repair functions offsite. Finally, at the request of staff, the petitioner has moved the proposed maintenance building to a more central location on the site and added landscape islands on both ends of the structure, which helps to buffer any potential adverse impacts of the proposed height and size.

Relative to landscaping, the petitioner has worked with the Village to make several improvements above and beyond code requirements, which provide enhanced buffering of their truck/trailer and van parking areas. These improvements include enhanced landscape screening along the rear (south) of the site via a dense screen of evergreen trees, a 10-foot tall solid fence along the southern parking area to provide a further buffer from the Tollway, and an approximately 340-foot long landscaped island including shade trees and shrubs along the western side of the site. The 10-foot tall fence requires the following variation:

- **Variation to Chapter 28, Section 6.13-3b, to allow a 10’ tall fence within a rear yard where code restricts fence heights to 6’ in a rear yard.**

The Staff Development Committee is supportive of this variation and notes that the fence will provide enhanced screening from the Tollway and will be setback from the property line to diminish its visual impact from the south. Additionally, there will be 53 evergreen trees between the fence and the southern property line, which will further reduce the impact of the four-foot height increase above maximum code allowances. Finally, the 10-foot tall height is necessary to provide adequate screening of the trailers proposed on the subject property.

Existing Conditions of Approval:

The original Planned Unit Development approval was subject to certain conditions, some of which need to be amended given the proposed site modifications. The previously approved plans from 2018 showed reconstruction of the 22-foot wide portion of the shared private access drive located on the **subject property**, which was to be replaced with heavy duty pavement to support the weight of the trucks that would be travelling down the access drive. The Village Board included a condition of approval that required the petitioner to also reconstruct the 22-foot wide portion of the shared private access drive located on the **Weber Packaging Solutions property** to the west, provided that this improvement was allowed by Weber. This condition of approval is still applicable, however, the current plans no longer show that the petitioner will reconstruct the 22-foot wide portion of the private drive located on the **subject property**. Staff believes that this will need to be reconstructed with heavy duty paving to support the weight of the trucks and vans that will be travelling down the drive, and accordingly, staff recommends a new condition of approval as shown below:

- The 22' wide portion of the shared access drive located on the subject property shall be reconstructed/repaved to a standard suitable to accommodate heavy truck traffic, for review and approval by the Village of Arlington Heights. This shall occur prior to occupancy of the Phase II building addition.

There is a retention basin located at the northwest portion of the PUD, which was supposed to be transferred to the owner of the subject property in 2002. This transfer of ownership did not occur, and should have occurred during the PUD/Plat of Subdivision approval from 2018. A condition of the 2018 approval referenced this transfer of ownership, which now needs to be amended as follows:

- Condition 6a of Ordinance 18-014 shall be amended to read: Pursuant to condition #6 of Ordinance 02-094, the Petitioner shall accept ownership and maintenance responsibilities for Outlot A.

Finally, there are two conditions of approval from 2018 that are no longer necessary since the amended plan has altered the site layout. These two conditions of approval, #4 and #5, can be repealed as part of the amended PUD approval.

Parking and Traffic:

Access to the site comes two points of access along Meijer Drive; on the northern side of the site there is a right in/right out connection to Meijer Drive, which serves the northern parking lot on the subject property. Approximately 150 south of that, the western side of the property, including the loading berths, have access via a private drive aisle that is shared with Weber Packaging Solutions, which drive aisle is located within a dedicated shared access easement authorizing access to both parties. Meijer Drive has a full access signalized intersection with Algonquin Road to the northwest of the subject property, and further west along Meijer Drive there is a non-signalized intersection with Golf Road, which provides full ingress but right-out egress only. Finally, the site has non-signalized access to Algonquin Road at the northeast corner of the subject property, which provides full ingress into the site but right-out egress only.

A gated parking area is proposed at the south of the building addition with space for 97 trucks/trailers and 73 vans. Access to this parking area would come from two gates along the shared drive aisle and one gate on the eastern side of the site. Gates would be left open during normal business hours (8:00am-5:00pm), and would otherwise be kept closed unless access is needed. Per the petitioners' response to departmental review comments, they are exploring various technology that would allow remote

operation of the gates so that the gates would begin opening as a truck or van is approaching, which would minimize any waiting time within the shared drive aisle prior to ingress into the parking area. To ensure sufficient ingress and egress to this gated parking area, staff has recommended a condition of approval that would require the petitioner to operate/use their truck and van gates as presented within their departmental responses, which would help to avoid conflicts within the shared parking drive aisle

Under the proposed PUD modifications, Frito Lay would have 20 truck loading berths on the western elevation of the building, as well as one at grade overhead door for loading. Access to these loading berths would place certain truck turning and staging movements within the shared access drive, although the petitioner has provided truck turning exhibits to verify that the majority of staging maneuvers are possible without having to cross into portions of the shared access easement located on Weber property. However, these turning exhibits do not reflect the most recent revisions to the plans, which include the approximately 340-foot long landscape island along the western side of the site and a slightly revised fence/gate location. As such, the Staff Development Committee recommends that these exhibits be revised prior to appearing before the Village Board to ensure that adequate ingress/egress to and from this area can be maintained.

The petitioner has submitted a traffic and parking analysis from a certified traffic engineer, which analyzes the projected truck and passenger vehicle traffic that would occur during peak times (between 7:30am-8:30am and 4:30pm-5:30pm). Central to this analysis is the impact of traffic and loading operations on the private drive located along the western side of the site, which is shared between the subject property and Weber Packaging Solutions. This drive was be utilized for all Phase II truck access and docking maneuvers under the approved 2018 PUD, and would also be used for all truck and van access under the proposed modifications, as well as truck docking for the proposed Frito Lay berths along the western elevation of the site. It should be noted that the 2018 approval authorized 40 loading berths and two overhead doors on the western elevation of the Phase II addition (with access coming from the shared private drive aisle). As previously mentioned, the proposed modifications show 20 loading berths and one overhead door on the western elevation of the Phase II building addition, with access coming from the shared private drive aisle. All van loading berths are proposed on the interior of the subject property within the gated parking area and would not involve any staging/maneuvering within the shared drive aisle.

In comparison to the expected traffic that would be generated from the 2018 PUD approval, the proposed modification would yield slightly less truck traffic (both during peak times and as a daily total), however, there would be more passenger vehicle traffic. **Exhibit 2** at the end of this report provides a detailed breakdown of the difference between expected traffic volumes under the approved Phase II plan versus the proposed Phase II modifications. It should be noted that not all of the “Proposed Development Plan” truck traffic shown in **Exhibit 2** would utilize the loading berths on the western building elevation; a portion of that traffic would be heading directly into the gated parking area and would not require any reversal or staging maneuvers for ingress and egress to/from the gated area. In contrast, all truck traffic within the “Previous Development Plan” scenario of **Exhibit 2** would have involved a truck docking along the western side of the building as there was no truck/trailer parking areas in the previously approved Phase II development plan. Finally, it is important to note that, **Exhibit 2** does not account for intra-site truck movements where trucks from the gated parking area are driven and docked within the western loading berths. According to the petitioner, there would be a maximum of 30 daily intra-site truck movements within a 24-hour period, with 10 of those occurring between 6:00am-8:00am.

As previously stated, Frito Lay has been occupying the site since early January of this year. Staff has been made aware that certain truck docking/turning movements by Frito Lay vehicles have gone beyond what has been shown in the submitted truck turning exhibits, to where trucks have stopped within the shared access drive to wait for docking instruction, encroached into Weber property to allow for easier reversal and docking, and have had to pull in/out several times to complete docking maneuvers. The Planning Department has prepared a landscaped island barrier concept (attached as **Exhibit 3**), which would prevent trucks on the subject property from encroaching outside of the shared drive aisle easement and into the Weber property during docking maneuvers. Staff recommends that the petitioner be required to implement this concept, should Weber Packaging Solutions be open to allowing this improvement on their property, and a condition of approval outlining this has been included below.

With regards to parking, the site conforms to all parking code requirements. Per the petitioner, both truck and van drivers will park their personal vehicles within the truck or van parking spaces when they pull the vehicle out for daily usage. A detailed breakdown of the parking requirements is shown within **Exhibit 4** at the end of this report. The petitioner has included the code required bike parking spaces.

RECOMMENDATION

The Staff Development Committee reviewed the proposed amendment to PUD Ordinance #18-014 to allow modifications to the approved Phase II development plan, as well the following variations to Chapter 28 of the Municipal Code:

- 1) Variation to Chapter 28 of the Municipal Code, Section 5.1-16.2(c), to allow parking to be setback 8.9' from the rear property line where code requires a 15' minimum setback.**
- 2) Variation to Chapter 28 of the Municipal Code, Section 6.15-1.2(b), to waive the requirement for certain landscape islands at the end of every twenty parking spaces, at the end of certain parking rows, and beneath every light pole.**
- 3) Variation to Chapter 28, Section 6.5-6, to allow a 24-foot tall accessory structure where code limits the maximum height of accessory structures to 15 feet.**
- 4) Variation to Chapter 28, Section 6.5-7a, to allow a 3,120 square foot accessory structure where code restricts the maximum size of accessory structures to 720 square feet.**
- 5) Variation to Chapter 28, Section 6.13-3b, to allow a 10' tall fence within a rear yard where code restricts fence heights to 6' in a rear yard.**

The Staff Development Committee recommends **APPROVAL** of the amendment to PUD Ordinance #18-014 to allow modifications to the approved Phase II development plan, and the requested variations, subject to the following conditions:

1. Prior to appearing before the Village Board for approval of the PUD amendment, the truck turning exhibits shall be revised to show the landscaped area on the western side of the site and the correct location of the fence/gates, for review and approval by the Village.
2. The 22' wide portion of the shared access drive located on the subject property shall be reconstructed/repaved to a standard suitable to accommodate heavy truck traffic, for review and approval by the Village of Arlington Heights. This shall occur prior to occupancy of the Phase II building addition.
3. Condition 6a of Ordinance 18-014 shall be amended to read: Pursuant to condition #6 of Ordinance 02-094, the Petitioner shall accept ownership and maintenance responsibilities for Outlot A.
4. Conditions #4 and #5 from Ordinance 18-014 shall be repealed.

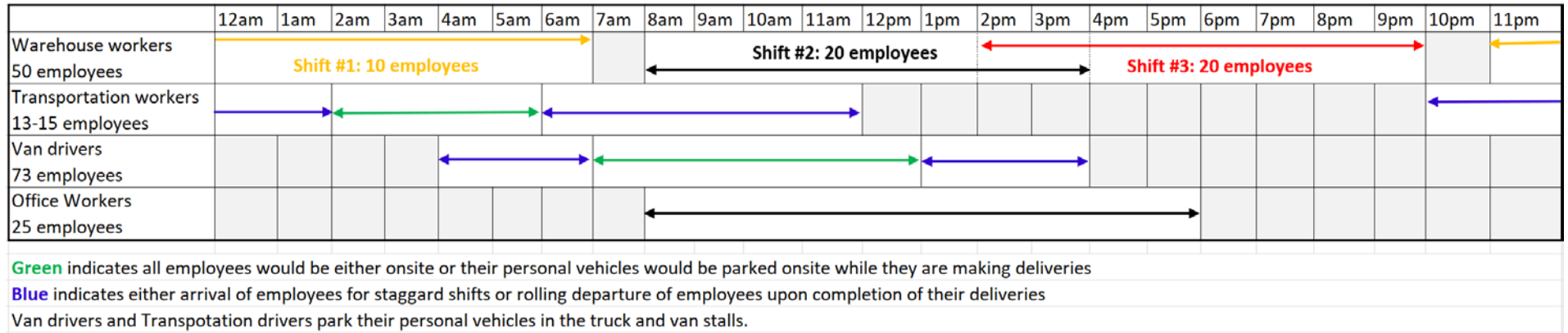
5. The maintenance/vehicle repair structure shall keep all overhead doors closed while repair operations are occurring. No non-Frito Lay (or future tenant) vehicles shall be repaired on the subject property – all repair and maintenance occurring onsite shall be for the vans and trucks stored on the subject property. The automobile repair is considered an ancillary use and only minor automobile repair (either trucks/vans/automobile) is permitted.
6. Any tenants on the subject property utilizing the gated parking area shall operate/use the truck and van gates as presented within the petitioners' departmental responses, so as not to cause conflicts within the shared parking drive aisle.
7. At the expense of the petitioner, a landscaped island (inclusive of landscaping) or similar barrier feature in the general location as shown in red on **Exhibit 3**, shall be constructed to prevent vehicle movements from encroaching outside of the easement area and into the Weber Packaging Solutions property. Final design of said feature shall be as determined by the Village in cooperation with the Petitioner and Weber Packaging Solutions. This shall only be required if approved by Weber Packaging Solutions.

February 19, 2021

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

Exhibit 1 – Frito Lay Employee Shifts



Note: Weber Packaging Solutions operates two warehouse/manufacturing shifts:

- 1) Approx. 130 employees from 7:00am – 3:00pm (if overtime is needed, start time is 4:30am/5:00am)
- 2) Approx. 25 employees from 3:45pm – 2:15am (with some employees leaving at 4:45am)

Administrative employees work from 8:00am- 4:30pm.

Exhibit 2 – Expected Traffic Volumes: Approved Phase II PUD versus Proposed Phase II PUD

Land Use		Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two- Way Trips
		In	Out	Total	In	Out	Total	
Previous Development Plan								
Warehousing (246,555 s.f.)	Passenger Vehicles	34	10	44	12	34	46	348
	Truck Traffic	8	3	11	3	8	11	87
	Total	42	13	55	15	42	57	435
Proposed Development Plan								
Distribution Center (100,160 s.f.)	Passenger Vehicles	45	8	53	25	50	75	476
	Truck Traffic	8	0	8	0	0	0	54
	Total	53	8	61	25	50	75	530
Difference								
Passenger Vehicles		+11	-2	+9	+13	+16	+29	+128
Truck Traffic		--	-3	-3	-3	-8	-11	-33
Total		+11	-5	+6	+10	+8	+18	+95

Exhibit 3 – Landscape Island Barrier Concept

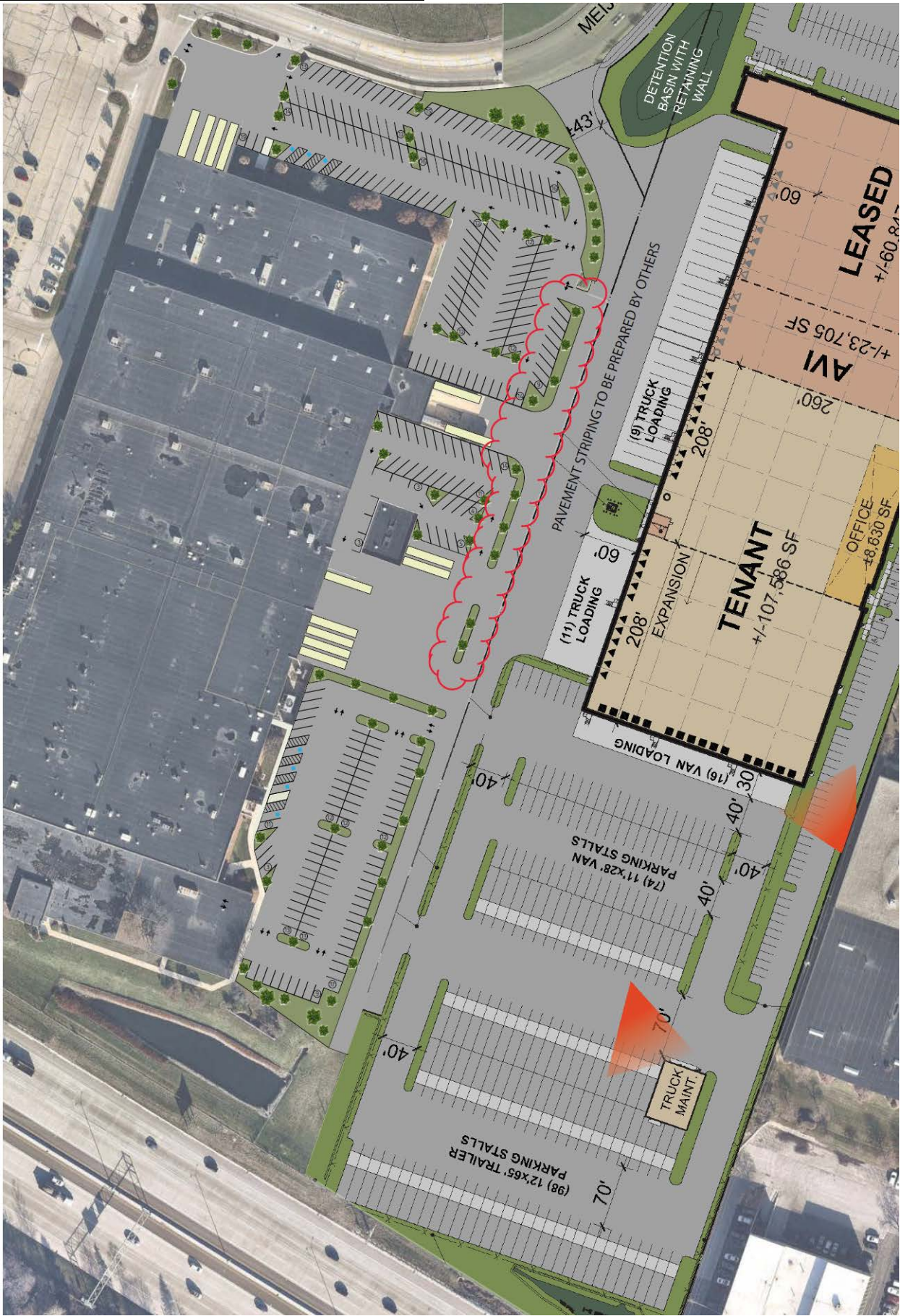


Exhibit 4 – Detailed Parking Calculations

Passanger Vehicle Parking						
Tenant	Use	SF	Employees	Repair Bays	Parking Required	Stalls Required
Taiki	Phase I - Suite 101					
55 total employees (39 office and 16 non-office) and 0 vehicles	Mfg.	54,787	16	-	1 per 2 emp. / 1 per comm. Vehicle	8
	Office	6,060	20	-	1 per 300 s.f.	20
AVI Systems	Phase I - Suite 102					
30 total employees (27 office and 3 non-office) and 0 vehicles	Warehouse and Mfg.	9,469	3	-	1 per 2 emp. / 1 per comm. Vehicle	2
	Office	14,236	50	-	1 per 300 s.f.	47
Frito Lay	Phase I & II Combined - Suite 103					
164 total employees (114**** non-office employees at peak shift and 25 office related employees) and 73 vans	Office	8,630	25	-	1 per 300 s.f.	29
	Auto Service	3,120	2	2	One per employee + 3 per bay	8
	Warehouse	99,452	112	-	1 per 2 emp. / 1 per comm. Vehicle	129
	Total	195,754				243
# OF VAN SPACES PROVIDED*						89
# OF PASSANGER VEHICLE SPACES PROVIDED						190
TOTAL # OF PARKING SPACES PROVIDED						279
SURPLUS / (DEFICIT)						36
Truck Parking						
Frito Lay	Phase II - Suite 103					
97 Truck parking spaces and 15 Truck "Transportation Team" employees***	Warehouse	N/A	15		1 per 2 emp. / 1 per comm. Vehicle	105
	Total					105
# OF TRUCK SPACES PROVIDED**						119
SURPLUS / (DEFICIT)						15
Note: Petitioner states that Van employees will park their personal vehicles in the van stalls when they arrive at work and pull out their vans for daily usage.						
* Includes 16 van loading spaces for Frito Lay						
** Includes 20 truck loading spaces/berths for Frito Lay and 2 repair bay spaces						
*** Petitioner states that Transportation Team" employees will park their personal vehicle in the truck stalls when trucks are in use.						
**** Two of these employees are assigned from "Warehouse workers" to repair bay workers						